

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4591

廿六月五月十三號光

SATURDAY, JULY 9, 1904.

六月九日

九月七日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE. LONDON.
NAGASAKI. LONDON. NEW YORK.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKE'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve 6,500,000
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. N. A. Siebs, Esq.
Hon. W. J. Gresson. H. W. Slade, Esq.
A. Haupt, Esq. C. A. Tomes, Esq.
H. Schubert, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
sums of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid-up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. G. F. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL \$1,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learnt on application. Every description of
Banking and Exchange business transacted.

R. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25]

TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL

Hongkong, 13th April, 1904. [26]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDELE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,
CALCUTTA
AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

3 1/2 " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 " 21 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO and ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES and

CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

TELL, as hitherto, by the Steamers of the

NORTHERN PACIFIC S. S. CO., BOSTON

STEAMSHIP and TOWBOAT COs., OCEAN

S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Com-

pany's Local Branch Office in PRINCE'S

BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

SINGAPORE, COLOMBO and
BOMBAY NANKIN July 10th, Freight only.
(Calling at Penang if sufficient) H. W. Kenrick, R.N.R. Daylight.

YOKOHAMA AND SHANGHAI. BORNEO About 11th Freight and
MOJI and KOBE. G. W. Gordon, R.N.R. July. Passage.
(Passing through the Inland Sea.)

SHANGHAI. SIMLA About 14th Freight and
F. R. Summers. July. Passage.

LONDON, &c. CHUSAN July 16th, Noon. See Special
W. B. Palmer, R.N.R. Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th July, 1904. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

ROON WEDNESDAY, 20th July.

PRINZ REGENT LUITPOLD WEDNESDAY, 3rd August.

Auction.



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of July, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Plantation Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale Registry No.	Locality.	Boundary Measurements.			Content in Square Feet.	Annual Rent.	Uprate Price.
		M.	ft.	w.			
Road Building Land No. 114.	Plantation Road.	100	00	00	10,570	10d	2,228
		100	00	00			

Hongkong, 2nd July, 1904. [788]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 18th May, 1904. [52]

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCELL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st July, 1904. [79]

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st July, 1904. [702]

Intimations.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATEY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price Lists. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Dep't, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers, Hongkong, 20th May, 1904. [677]

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road.

Hongkong, 11th May, 1904. [608]

JUST UNPACKED.

A CONSIGNMENT OF

FRESH PROVISIONS from

MESSIS. CROSSE & BLACKWELL and

PHILIPPE & CUNARD'S.

ALSO

MESSIS. HUNTER & PALMER's Varied Assort-

ment of

BISCUITS AND CAKES.

AND

CADBURY's Best Assorted CHOCOLATE SWEETS.

Inspection Earnestly Solicited.

H. RUTTON JEE,

No. 5, D'Aguilar Street,

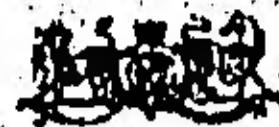
or

36 to 38, Elgin Road, Kowloon,

Hongkong, 11th July, 1904. [73]

They are only 5 FEET LONG, occupy-

Intimations.



EGYPT 10-DAY.

THE LAND OF CLEOPATRA.

(By H. Rider Haggard.)

At Cairo, on the railways, and in many places in Egypt, French still seems to be, if not the official language, at least a common means of communication between Turks, Arabs, and Europeans.

Thus public notices of all sorts are drawn up in French and Arabic—not in English and Arabic. But in the hotels, on the other hand, one hears a great deal of English, some German, and very little French. Indeed, visitors from France to Egypt seem to be comparatively scarce nowadays. As the expense of travelling here would scarcely stand in the way of many of the citizens of so rich a nation, I imagine that their absence must be due to other causes.

Yet it well might do so, for the cost of even a brief visit to Egypt has become considerable. Says one of the guide books in effect: "What is chiefly needed on the Nile is money, and plenty of it!" The statement is accurate, for I estimate that the expense of living here, for the visitor, at any rate, has almost doubled since I was in the country at the beginning of 1887. The hotels are, for the most part, very comfortable, but they are expensive, and many be their extra! Further, when all this is done with there remains the *bakhshesh* that everybody expects upon every possible occasion. Also in a thirsty country, where only the brave venture upon water and a bottle of Apollinaris costs about eighteen pence, the question of drinkables is important.

NOT FOR MODERATE MEANS.

In short, unless things change, the beauties and historical attractions of Egypt must henceforth be considered one of the many exclusive heritages of the wealthiest classes of Europe and America, whose prodigality has in this respect made the country what it is. It may seem hard, but to persons of moderate means, and to the vast majority of the working—by which I mean the professional—classes its ancient portals are in practice closed.

The sick who seek this health-giving land to be cured of their diseases must also suffer or keep away, since but a small proportion of them can meet expenses calculated upon a scale that is welcome only to the flower of Chicago or Johannesburg. Who, for instance, can compete against or, with any comfort, follow in the steps of the individual, who considers fifty pounds sterling a suitable *bakhshesh* for his dragoon? Such people, and the example is noable, make a land very difficult for more modest folk to sojourn in. Sometimes the English giver of *bakhshesh* wonders what the receiver of the same—i.e., in this way or in that the majority of the lower classes of native-born Egyptians with whom he is likely to come in contact—thinks of him in his collective heart. For instance, does the smooth-tongued guide or driver who smiles as he pockets his generally excessive fee really mean his pleasant words of farewell? I have been at some pains to ascertain the opinions of those who, from their position and years of residence, should know the truth, and this is the sum of what I have learned.

In his youth that very man, perhaps, or at least his relatives, laboured in the *corvée*. He worked under the whip, his pay was nothing, his bed the damp ground, his food he found himself. Now he is clad in fine robes, often he has large savings; he is a person of importance. Want and oppression are far behind him. Surely, then, he should love those who brought about this marvellous change, who, taking nothing but the dignity and the power, touched the mass of cruel corruption with that new crook of Osiris, Britain's pure wand of justice, and turned it to a mount of sweet security and to a pile of shining gold. So it should be also with his parents, the peasants, his uncles the shopkeepers, his cousins the hotel waiters—in short, with every working class in Egypt.

CONSCIENTIOUS INGRATES.

Well, is it so? Nobody seems to think it. Some believe, indeed, and seem the sunset view, that, however much the Pashas and rich people who have lost their importance, and especially their power to oppress, may hate us, the fellahs—i.e., the peasants, who form the bulk of the population—at least know on which side their bread is buttered. They also may not love us, but to them our presence means water and money. Therefore, it means life, or at least plenty, as opposed to starvation. It means Right as opposed to the law of the Stick. Even in 1887 it was common to see peasants being thrashed by persons in authority; in 1904 I have not yet seen a rod lifted. It means, in short, a day's pay for a day's work.

Therefore, say these authorities, although the people might and probably would, stand aside if we became involved in troubles with other Powers over the question of Egypt, they would not originate such troubles, or even take any active part in them. And as for the Sudanese, they at least respect us with the respect that Men have for Men of whatever race.

Others hold that even the fellahs hate us actively, and that our typical smiling and grateful guide would perhaps be the very first to cut our throats, if he could see a chance of doing so with safety to himself. The reason is religious, for of course, I speak of the Mahomedan population and not of the Copts. You may, for instance, win the affection and even the love of a Zulu, but scarcely of a servant of

LEARN SHORTHAND AT HOME by correspondence. 10 weekly lessons will make you perfect.

OBTAIN HIGHER SALARY.

Shorthand is nowadays indispensable to everybody. Utilize spare time. Very moderate fee. We procure positions. Write for free booklet.

CENTRAL CORRESPONDENCE COLLEGE,

175, Temple Chambers, Temple Avenue, London, E.C.

[73, 737]

Hongkong, 13th May, 1904.

They are only 5 FEET LONG, occupy-

ing the space of a Cottage, but with the fine appearance and TONE OF A

FULL GRAND.

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Hongkong, 13th May, 1904.

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Intimations.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case 1 doz. Qua. 1000, ton. lbs.	Per Case 1 doz. Qua. 1000, ton. lbs.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION LARRIVET	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	—
CHATEAU LA TOUR	—	—
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

135

TELEPHONE NO. 26.
CABLE ADDRESS: "ACHEE" HONGKONG
A. D. C. CO., LTD. EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

45

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam and Motor Launches.

Contract for New Tonnage on reasonable terms with First-class Builders.

A large stock of Canadian Asbestos and Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 355.
MARINERWORK.

Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in The HONGKONG TELEGRAPH should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

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The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. (On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 9, 1904.

ARMY RE-ORGANISATION.

The extraordinary statement made by the Standard, and contained in the Reuter telegram published in our columns to-day, with regard to Mr. Arnold Foster's revised scheme for the re-organisation of our land forces will undoubtedly cause astonishment and alarm in the minds of many. The big London daily, which has always been distinguished for the reliability of the information it makes public, tells its readers that our present Secretary of State for War proposes to sweep the Militia out of existence, reduce the Volunteer Force by 60,000, and the garrison in South Africa by 5,000 men, and partly denude the important fortresses of Malta and Gibraltar of their present military strength. To such as have studied the all-important question of Imperial Defence with any care, taking into consideration the deplorable want of strength and organisation in our existing military organisation, which was brought to light during the South Africa campaign and have compared our system with those adopted by other powers, the suicidal proposition of Mr. Arnold Foster can seem little better than a colossal absurdity. The revised scheme which the Standard attributes to our Minister for War is all the more blatant in its preposterousness inasmuch that its main propositions are in direct opposition to the wise counsels contained in the recent report of the Royal Commission of the Militia and Volunteer Forces. This report, signed by no less authorities than the Dukes of Norfolk and Richmond, the Earl of Derby, General Lord Grenfell, General Sir Coleridge Grove, Colonel O'Callaghan-Westropp, Colonel Llewellyn, M.P., Mr. Henry Spenser Wilkinson, and Mr. H. W. McAnally, contains in its concluding paragraphs the following recommendations:—First, that as far as possible the whole able-bodied male population shall be trained to arms; secondly, that the training shall be given in a period of continuous service with the colours, not necessarily in barracks; and, thirdly, that the instruction shall be given by a body of specially educated and highly-trained officers. It would be ridiculous to imagine that the acknowledged experts who formed that Commission did not recognise the extreme importance of the advice they were giving, and it is certain that it was only after a careful study of the momentous question entrusted to their deliberation that so weighty a decision was arrived at. With regard to Mr. Arnold Foster's announced proposals concerning the Militia and Volunteer Forces of the Kingdom, this Minister, appears by them, to give an absolute denial to the advice tendered by the Royal Commission. In its report we find: "In view of facts and figures, it seems to us evident that the standard which was deemed sufficient for the efficiency and strength of the Militia and Volunteers before the reconstruction of the military systems of Europe, and before the development of modern navies, can no longer be regarded as applicable to the present time. The task for which these forces must be prepared is far harder than any which could have confronted them in those days. Moreover, we could not ignore the situation which arose in the United Kingdom in 1900 during the progress of the South African war. The country had at that time become practically denuded of organized units of the regular Army. The Royal Navy was completely available for its defence against invasion, but this protection was not judged sufficient, and emergency measures on a large scale were adopted, which included the embodiment of the Militia, periods of special training for the Volunteers, and considerable increase in their numbers. These were the general considerations present to our minds at the outset". Under the heading "General Observations," the report is even more emphatic, for it states that the Militia force has always formed a link between the Army and the people, and it is evidently undesirable, so long as the Army rests on its present basis, to introduce changes in the Militia which might, by diminishing its strength, render precarious this source of recruits for

the Regular Army. Of the propositions formulated by the Commission concerning the advisability of adopting a system of compulsory service there is much, indeed, to be said, and the question is of so great an importance that it deserves to be treated apart; even more so since it would seem that the Secretary of State for War makes no reference to it in his revised scheme. The main object of Mr. Arnold Foster's recommendations would seem to tend towards the reduction of the present forces at the disposal of the Empire, the strength of which has already been declared absolutely inadequate for us to hold our own against any one of the greater European powers possessing a numerous, well-trained and well-organised national army. No better proof of the wisdom of the advice that has been given to the nation by the Royal Commission can be found than in the present situation of our ally, Japan. By its geographical situation the Empire of the Mikado bears a strong resemblance to Great Britain. Japan's first line of defence is, and always will be, her navy, even as it is the case with ourselves. Yet, in the present struggle, of what aid to the eventual success of that brave nation would have been the victories of her fleets had she not been able to follow up the advantages secured by striking at her enemy with a strong and splendidly organised army? It is a recognised rule among experts in war that the best system of defence is the adoption of a rapid offensive. It is better to strike at an enemy on his own ground than to give him a chance of carrying war into our own country—an ever existing possibility with the speed of modern ships when the country in danger of invasion possesses an extended seaboard. That our navy can be relied upon in the hour of peril there can be no doubt, but our ships cannot be everywhere at once; our coastline is manifestly ill defended and, consequently, open to a raid from a daring foe or combination of foes, which, without meaning victory for the aggressor, would bring war to our very midst, and ravage and ruin to a portion of the Kingdom. Retrenchment is apparently the main object of Mr. Arnold Foster's scheme, and in this he would seem to be pampering to the outcries of the Opposition rather than working in the real interests of the nation.

LOCAL AND GENERAL.

THE meeting of the Water Polo Association is to be held on Wednesday.

MEMBERS of the Victoria Recreation Club intend holding an aquatic carnival on the 23rd inst.

F. S. GORDON, now stationed at Sham Shui Po, has been appointed an inspector under the Sale of Food and Drugs Ordinance, 1896.

SURVIVORS of those aboard the Sudo Maru and the transports sunk on the 16th and 17th ult. arrived at Vladivostok on the 20th idem.

THE German gunboat Tiger proceeds to Swatow on Monday afternoon. From there she will go on to Japan via Amoy and other ports.

MR. T. L. PERKINS has had his name added to the list of authorised architects under section 7 of the Public Health and Buildings Ordinance, 1903.

THE distribution of prizes to the scholars of the college at L'Asile de la Sainte Enfance took place this afternoon at 3 o'clock, when Mrs. May presided.

It is announced that the Singapore Cricket Club has accepted the invitation of members of the Hongkong Cricket Club to send an eleven representing the Straits Settlements to this Colony in November next.

AN Indian watchman employed by Messrs. Watson & Co. desired to entertain some friends, and not having the wherewithal to purchase refreshments clung into the aerated water department and stole three bottles of sarsaparilla. Three months' hard labour.

THE name of Dr. A. R. Forster, L.R.C.P., M.R.C.S., Alexandra Buildings, has been added to the register of medical and surgical practitioners qualified to practise medicine and surgery in Hongkong. Dr. Forster has been appointed Deputy Health Officer of the Port, vice Dr. R. Gibson, for so long as he continues in partnership with Dr. G. P. Jordan, or until further notice.

WITH a certain Chinaman who appeared in the dock at the Magistracy this morning it is evidently a case of a small profit with a quick return. He came out of gaol in the morning and managed to steal some wood, with the result that he was back again before the afternoon. This time he remains for six weeks after six hours in the stocks.

A CLYDESDALE correspondent writes: "It is to be hoped that the owners of the Glasgow steamer Tercydale do not belong to the United Free Church, as if they do they stand a good chance of being excommunicated by that sanctimonious religio-political body the U. F. Presbyterian of Glasgow, which recently denounced the importation of Chinese labourers into the Transvaal as slavery of the most demoralising sort—though doubtless if the owners of steamers engaged in carrying the said slaves see fit to give a handsome donation to the Sustentation Fund out of the profits of the business the money will be gratefully received and no questions asked as to its origin".

J. F. PEAT.

SEVEN plague cases, of which four were fatal, occurred up to noon to-day. There have now been 408 since the opening of the year.

H. E. the Officer Administering the Government has appointed Messrs. J. Williamson, D. McHardy, W. Cameron, W. Robertson and A. Gordon to be sanitary inspectors under section 19 of the Public Health and Buildings Ordinance, 1903.

AT a recent meeting of the Siam Society, M. Pierre Morin read a paper, entitled "Notes Laotien," which referred to a ceremony now known, under the names of Ba Si or Sow Kowan, and which is practised in the north among the Laotians. Phya Rajakitch gave a paper on the Menam Meen and the provinces of the East.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th ult., as certified by the managers of the respective banks, are published in the Gazette.

Chartered Bank of India, Australia and China,	Average Specie Banks. Amount. in Reserve. \$3,598,439 \$2,200,000
Hongkong and Shanghai Banking Corporation,	12,003,750 7,000,000
National Bank of China, Limited,	394,843 150,000
Total,	\$15,997,024 \$9,350,000

THE Chilian Consulate at Queen's Buildings was the scene of a disturbance yesterday when an unemployed Chilian threatened the Consul and insulted him to such an extent that the police had to be called in. A man by the name of Mancella entered the office and requested employment, and when told that he had been recommended for several jobs and that nothing further could be done for him, he insulted the Consul and threatened to give him a thrashing. At the Magistracy this morning previous convictions were proved against the man, who was fined \$25 or a month, and while waiting the usual formalities prior to being escorted to gaol he caught sight of the Consul and again threatened him with a thrashing.

DR. SVEN HEDIN has furnished additional evidence of the Chinese invention of paper. On his recent journeys he found Chinese paper dating back to the second half of the third century after Christ. This lay buried in the sand of the Gobi desert, near the former northern shore of the "Lop Nor" sea, where, in the ruins of a city and in the remnants of one of the oldest houses, he discovered a goodly lot of manuscripts, many of paper, covered with Chinese script, preserved for some 1,650 years. The date is Dr. Hedin's conclusion. According to Chinese sources, paper was manufactured as early as 2,000 years B.C. The character of the Gobi desert find makes it probable that the making of paper out of vegetable fibres was already an old art in the third Christian century.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Tuesday next, at 3 p.m. Following are the orders of the day:—

1. Financial minutes. (Nos. 30 to 38.)
2. Report of the finance committee. (No. 7.)
3. Resolution by the Attorney General.—

Resolved that in accordance with the requirements of section 10 (1) of the Statute Laws (Revised Edition) Ordinance, 1900, the "New Edition" of the Hongkong Ordinances, prepared by Sir John Carrington and now laid before the Council, is approved.

QUESTIONS.

By the Hon. G. Stewart:

1. The open space in front of the Hongkong Club being no longer used for the storage of cement blocks, and the small railway to the Praya for the crane having been picked up, will the Government be able soon to allow the Botanical Department to open up the space for public use as a garden, as promised by Sir Henry Blake on 20th July, 1903?

2. Will it be possible this year, by dredging or otherwise, to increase the space available for small craft in the typhoon shelter at Causeway Bay, as it is much silted up at low water?

3. Has the Government decided on any plan for a new typhoon shelter?

4. In view of the recent fire at the Ferry Wharf, will the Government take into consideration the advisability of making improved approaches and shelters at Blake Pier and Queen's Street Wharf?

By the Hon. H. E. Pollock, K.C.:

1. In connection with the burning of the Star Ferry, marshalled, will the Government state how many minutes (approximately) after the commencement of the fire was the water from the mains turned on to and playing on the fire?

2. Will the Government state what is the estimated cost of establishing a system of electric fire-alarms in the City of Victoria?

3. Does the Government propose to establish such a system of giving the alarm satisfactory?

4. If the Government does not consider such a system of giving the alarm satisfactory, what steps does the Government propose to take in connection with the matter?

ORDERS OF THE DAY.

First reading of a Bill entitled An Ordinance to authorize the appropriation of a supplementary sum of three hundred and thirty-one thousand six hundred and twenty-four dollars and forty-one cents, to defray the charges of the year 1903.

First reading of a Bill entitled An Ordinance to amend the Criminal Procedure Ordinance, 1893.

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TELEGRAMS.

(Reuters.)

The Mission to Tibet.

LONDON, 7th July.
Mr. Balfour, speaking in the House of Commons, said that the policy of the Government in regard to the Tibet Mission was unchanged. Negotiations might be opened at any moment during the advance with a competent and properly empowered negotiator. The Government did not desire to ask terms at variance with previous declarations.

LATER.

The Re-Organization of the British Army.

The Standard learns that Mr. Arnold Forster's revised scheme of Army re-organization will virtually sweep the Militia out of existence. Sixty thousand of the least efficient Volunteers will be struck off. The South African Garrison reduced by 5,000 men, and Malta, Gibraltar and other outposts partly denuded. The scheme, which is not yet approved of by the Defence Committee, is an amazing budget of impossible proposals, more impracticable than the abandoned scheme recently before the Cabinet.

TYphoon Warning.

MANILA OBSERVATORY,
July 9th, 10 a.m.
Mr. Edw. S. Brage, U.S. Consul General, has issued the following notification:-
Typhoon in the Pacific N.E. of Manila.

THE RECENT TRANSPORT DISASTERS.

MERCiless FIRE ON THE "HIT-CHI."

The shinmonseki correspondent of the *Asahi* sends to his paper a narrative, furnished by those of the crew of the *Hitachi* and *Sado* who have survived the transport disaster, which shows how merciless was the Russian fire. It is stated that all the men holding responsible positions on board the *Hitachi* have died or are missing. A helmsman, who was at the wheel on the bridge of the *Hitachi* at the time of the disaster and has survived, gives a vivid account of the last moments of Captain Campbell and other officers.

Captain Campbell, according to this man, just before firing commenced gave the order to put the helm hard a starboard, and the wheelman at once obeying the steamer turned 180 degrees. Just as this order had been executed a projectile broke one of the Captain's legs. Instead of leaving the bridge, Captain Campbell sat down where he had been standing. While he was speaking to Mr. Kimura, the second officer, who was also on the bridge, the latter was struck by another projectile, and

FELL DEAD AT THE CAPTAIN'S FEET.

There being now no commander on the bridge, the helm was still hard a starboard, so that the steamer quickly described a circle and at last appeared to be making straight for the Russian ship, which caused the people of the lately sunk *Idzumi*, who were on board the *Gromovoi*, to think that the *Hitachi* intended to ram her. It is believed that for this reason the Russian ship fired without mercy at the *Hitachi*, which carried a large number of troops. This can be inferred from the fact that the Russians showed no quarter and almost exterminated all on board. The survivors allege that they fired hundreds of shot at the *Hitachi*, even shooting the people struggling for their lives in the water. If there had been anyone on board who could have righted the helm at this time, and the steamer had been directed at full speed towards the shore of Chikuzen, she might have been sunk nearer the land than she actually was, and more lives might have been saved, as many fishing smacks were about. The speed of the *Hitachi* could have been developed to 20 knots an hour, and it was the correct course for Captain Campbell to attempt to escape. His determination and courage, the seamen think, merit the highest praise. What is to be most regretted is that the steamer lost her officers, who would have adjusted the helm, and that the engines of the steamer were so speedily disabled.—*Kobe Chronicle*.

JAVA SUGAR

IN 1903.

The year 1903 proved to be a more prosperous one for Java than its predecessor. The sugar crop was a record one, and prices ruled considerably higher than during 1902. According to a Consular report, the total production reached 883,020 tons, or nearly 35,000 tons in excess of the year 1902. The results obtained, however, in the various divisions of the island were very dissimilar. In East Java, heavy rains fell early in the year, and the quantity produced was 502,507 tons, as against 463,364 tons in 1902. In Mid-Java heavy rains fell at frequent intervals during the milling season, and although the crop was the largest so far produced, being 228,604 tons as compared with 222,546 tons in 1902, and 182,833 tons in 1901, the percentage of sugar in the cane was very disappointing. In West Java, the weather was also unfavourable, the crop obtained amounting only to 153,907 tons against 162,111 tons in 1902. The prices obtained were much more satisfactory than in the preceding year, the lowest point reached being the equivalent of 75. 3d. per cwt., as against 61. 2d. per cwt. in 1902. Notwithstanding the low values of the last two years only five mills in all Java have been compelled to close. Prospects for the 1904 crop are at present very uncertain. Too much rain has fallen in some districts and in others drought has prevailed. In view of the uncertainty as to the continuance of the United States as the principal consumer of Java sugar, every effort is being made to increase the volume of trade with Eastern markets.

THE REVOLUTION OF TAMEA KINSAN.

To those who know something of the history of the Japanese, and to those especially who have lived among them in their own country, the victories they have won on sea and land are not in the least surprising. As one who may claim to be included in both these categories, I am inclined to attribute the success of the Japanese to three main factors—their traditional love of country, their physical "fitness," and their passion for detail.

European, and, perhaps even to a greater extent an American, will have considerable difficulty in understanding the quality of Japanese patriotism. The German Emperor and perhaps a few of the more advanced members of the White Rose League are the only people west of Suez who really believe in the divine right of monarchs. But in Japan you have a whole nation, even the least unsophisticated of them, to whom a religious reverence for the Imperial line is as axiomatic, as completely removed beyond all doubt and controversy as the law of gravitation. It cannot be explained, but there it is. And mixed up with this, perhaps bred of it, is a pride of race and contempt of foreigners, stronger even, if that be possible, than the average Briton feels.

Let us, at least, admit that the Japanese has some reason for his pride. His country is virgin soil to the invader, as far as history goes, though it cannot safely be trusted for more than thirteen centuries, and the only serious attempt to conquer it, made by the Mongols in 1281 with a huge fleet, met with much the same fate as another nomada which set forth to conquer Britain three centuries later. Since then Japan has never been attacked from without.

But though she had few alien foes, Japan's military traditions are as ancient as the throne itself. Her system of conscription in the beginning was so comprehensive that the nation consisted entirely of soldiers, of which the sovereign was, of course, the commander-in-chief. It was not until about 700 A.D. that it occurred to them that a certain proportion of the population might be set free to do some remunerative work; and thus it came about that the feudal system, which was to exist until 1867, grew up, and the samurai, or military class, came into existence.

A feudal system, which in Japan was not very different from that which we enjoyed here in England, has many disadvantages; but at least it provides abundant opportunities for fighting, and when the Japanese nobles had in the old sweet way paraded out their claims and surrounded themselves with as many retainers as they could, lay their hands on the rest of the population seem to have made a precarious livelihood by supplying them with bows and arrows, and armour and swords and other military equipment.

When it became a recognised principle that every stalwart man should bear arms and every weakling become a bread-winner, and the distinction between soldier and working-man was officially recognised, it is not necessary to inquire which was the predominant partner in the nation. And with a military caste in a position of administrative and social superiority for more than seven hundred years, it might be supposed that the common people, the mere workers, would lose all military capacity. That they had not become clear when, for the second time in her history, Japan adopted universal conscription. This was in 1872, and five years later the Satsuma rebellion gave ample opportunity for testing the mettle of the new army. On the one side were the flower of the Samurai, led by their trusted generals who had never known defeat; on the other, a body of recruits drawn from all classes of the people. The rebels were outnumbered, and both sides fought with such reckless valour that in a campaign of eight months a third of 10,000 men engaged were killed or wounded. In the result, the Government troops were everywhere successful and the superiority of the new military system over the old clearly proved.

The physical qualities of the Japanese are by this time pretty well understood. The men are short in stature, it is true, so short that the army takes all over five feet two inches; but they are sturdy and well developed, and surprisingly agile. The rapidity with which manœuvres are carried out by the infantry has astonished many Western critics, for what Tamatkins (a pardonable equivalent to Tommy Atkins) lacks in length of limb he makes up in quickness of movement, and there is no question about his powers of endurance. Inured from his infancy to a life of hardship, temperate in food and drink by necessity, if not by conviction, living largely in the open air, he grows up tough and muscular, and when at the age of twenty he comes into the hands of the drill-sergeant, he requires very little physical training to make him fit to carry the forty-three and a half pounds which is his burden in the field. As a conscript he gets few luxuries, though his pay is of three-fourths a day is sufficient to supply him with as much tobacco as is good for him. Should he rise to the rank of corporal or sergeant, he may receive as much as three shillings a week, which in Japan is comparative affluence.

The simple diet to which the Japanese soldier is accustomed is of incalculable value on a campaign. The staple article of commissariat for an army in the field is dried rice, and three days' supply is usually carried by every soldier. Salted fish, dried seaweed, or a little sauce are served out when they can be obtained, and meatkins, like every other soldier in the world, when on active service, is not above supplementing his meals by anything edible which the country may contain. The officer lives as simply as his men—there are no pianos or Turkish baths to be found among the impedimenta of the army. When it is said that a first-lieutenant is paid £47 a year and a captain £71, and that in nine cases out of ten they have no private means, it will be understood that to them a campaign does not involve many privations.

Of the infinite capacity of Japanese for taking pains to perfect whatever their hands find to do, whether it be in art, in agriculture, or in the science of war, the country itself is a living witness. It is said that the smallest detail of the campaign in which they are now engaged has been the constant study of Japanese officers ever since the European Powers deprived Japan of the fruits of her victory over China. From that day a conflict with Russia has been regarded as inevitable by Japanese statesmen, but, unlike the designers of another "inevitable" war which her ally has emerged, Japan set herself to the task of preparation with a patience and perseverance which are certainly not borrowed from Western civilization. Whatever may be the outcome of the war, Japan has proved that she is no longer the "new boy" in the comity of nations, but has already become a teacher. F. W. B.

A RUSSIAN PATHFINDER.

THE RAILWAY KING OF THE FAR EAST.

(By WILLIAM DURHAM.)

Just as Prince Khlifoff, the great railway engineer of Russia, received much of his scientific training in the United States, so Alexei Ivanovich Yugovitch, the most famous of living engineers in the empire of the Czar, had the benefit of a course at King's College, London. Since the Crimean War produced a permanent political and social crisis between the two nations, Russian tourists rarely visit this country for pleasure, though their predecessors made a sojourn amongst us a rule of life. But occasionally a candidate for professional honour has sought the benefit of advanced instruction at our educational establishments, though America receives a much greater number of such students. Young Yugovitch was a native of the province of Kherson, in South Russia. He lost both his parents when a child, but was so sharp and fascinating a lad that he attracted the admiration of some kind-hearted people, such as, to the credit of the nation, abound in every part of Russia. In Odessa, the capital of Kherson, he was able by his industry and his remarkable talents to command himself to the special notice of some of the foreign traders of the port. These gave him further help to pursue his studies, and eventually supplied him with the means for gratifying his ambition to spend some time in the capitals of the West of Europe.

HIS DENT TO ENGLAND.

Yugovitch's residence and training in London account sufficiently for his perfect knowledge of English, and his acquaintance with our system of railway construction made him, in after years, immensely useful in the work of developing the vast railway schemes of Russia in Asia. He was beginning at the bottom of the ladder in South Russia at the same period that Witte was working as a railway clerk in another spot in the same part of the country. Both these great men started life under great difficulties, but each achieved success by reason of indomitable energy and the display of magnificence. Yugovitch knew better than to remain abroad. Indeed, he went back to his own land more pro-Russian than when he left it, and though he owed much of his qualifications and skill to experience gained in England, he is, like nearly all Russian officials and administrators, exceedingly anti-English. Like Grödoff, Uchitsky, and Kuropatkin, he likes the English personally, but entertains views absolutely antagonistic to British interests. Again it must be remarked that the traditions of the Crimean War are mainly accountable for this attitude, which has become a general Slav characteristic.

A GREAT ENGINEER.

Yugovitch took active part, as a youthful engineer, in the construction and early working of Russia's model line—the famous Riazan Company's railway, running from Moscow, through Riazan, down to Odessa, with a great branch to Astrakhan, on the Caspian. Many of the railways are made and owned by the State, but those are always constructed and managed chiefly with a view to military exigencies. The Riazan Railway Company owns a branch from Riazan by which the great Siberian express runs, in preference to the State line, by way of Tula, where Count Tolstoi has his home. The distance is considerably less. Young Yugovitch's experience as a constructing engineer in his days on the Riazan line laid the foundation of his prosperity. It was, for him, an unspeakable advantage that he participated in the building of a line which is without any rival in the whole empire. His work of late years in constructing the Manchurian Railway is a wonderful contrast to that executed on most sections of the Great Siberian, great lengths of which will need a complete rebuilding. He is chief engineer of the Russian railway work in the Far East, and is now close on 60 years of age. He has toiled strenuously for 40 years, and has done more than any other one man to push forward Russian railway enterprise.

A RUSSIAN WITH A GOATEE.

His personality is exceedingly impressive, but also very peculiar. His face is clean shaven, with the exception of a minute portion of the chin, from which hangs a thin long tuft. Visitors in Manchuria have frequently wondered why almost all the administrators and officials of the numerous staffs of the Manchurian railways, as well as some other Government departments, have adopted this singular fashion, which is not at all appropriate to the broad Slav facial conformation. The secret lies with Prince Khlifoff, the celebrated and influential Minister of Ways and Communications, who has secured for himself the sobriquet of "The Yankee," because of his proclivity to American ways, acquired during his prolonged sojourn in the United States. But there is nothing at all of American about Yugovitch, who is a Slav of the Slavs. Indeed, he is a genuine disciple of Witte, whose friendship for him has been constant and thorough. It may, in fact, be said that to the great financier Yugovitch owes his advancement to no small degree, though Witte's advancement to no small degree, though Witte is only slightly his senior in age.

ONE OF RUSSIA'S STRONG MEN.

Yugovitch impresses any listener by his conversation. His movements are slow, for he is of massive build and powerful frame, but his face is full of expression, and his eyes, though lacking lustre in his usual reflective and introspective attitude, sparkle at once with keenest intelligence when talking on any theme engaging his attention. He is at once a man of thought and enterprise, of theoretical culture, and of practical efficiency. He first became widely known through the skill he displayed during the last Russo-Turkish War. He is, indeed, the most famous of Russian military engineers. He was next engaged as construction engineer of the Trans-Caspian system, but after some years in that quarter a much more difficult enterprise awaited him, for he was entrusted with the critical and costly undertaking of building a line in the Bessarabian hill-region. Yugovitch is a splendid representative of the unique class of Russian officials who have proved their magnificent capacity at every stage of the service, from the lowest grade to the highest position attainable. He is one of the strongest of the Czar's "strong men."

He is possessed of a keen initiative faculty, and believes, exactly as does Prince Esper Uchitsky, in the dominating mission and destiny of Russia.

A GREAT SCHEME'S FAILURE.

Yugovitch a quarter of a century ago formulated a grand scheme of railway construction for Asia Minor. He it was who planned a line which should run from Sinope to Bagdad. This would have laid the Turkish Empire first, and next the whole of Persia, at the feet of the Czar. The Russian Government feared to provoke the opposition of England by the adoption of the Persian part of the brilliant scheme. Therefore the advisers of the then Czar constrained him to postpone the programme. Some years later, to the deep disappointment of both Witte and Yugovitch, Germany stepped in with her plans, and Russia has lost her golden opportunity. It was this Teutonic intervention which first inspired in the case of Uchitsky that hostility to Germany which burst forth in eloquent pamphleteering expression, after the lieutenants of the Kaiser had seized Kiau-Chau. That was not the first offence. The Asia Minor railway scheme had paved the way to a resentful of the pretensions of the Mailed Fist.

THE CROWN OF HIS CAREER.

Much will be heard during the war of the splendid railways in Manchuria. Yugovitch has done his work grandly. Massive bridges, deep cuttings, strong culverts, excellent buildings as homes for officials, thousands of cottages for the 40,000 soldiers who have been converted into guards, and scores of churches show the intended permanence of this gigantic work in a country considerably larger than France. For many years Yugovitch has been traversing Manchuria on horseback, visiting every spot where Russian peasants and soldiers, Chinese coolies and Korean labourers have in thousands toiled to carry out his wonderful plans. Europe wondered how it was that after the terrific Boxer outbreak this Manchurian system seemed little the worse. The truth is that it was too solidly constructed for Boxers and bandits to perpetrate on it any serious injury. The effect of Yugovitch's faithful and assiduous toil will be demonstrated as the campaign now inaugurated proceeds. Well would it be for Russia if her Siberian system equalled the Manchurian.—*Daily Express*.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have further risen and closed at \$218. Kowloon Wharves are inquired for \$113. Farnhams—Private advices from Shanghai state that it is proposed to pay a final dividend of Tls. 12 making Tls. 12 for the year ending 30th April, 1904, place Tls. 50,000 to reserve fund, and carry forward about Tls. 48,000. Since the figures became known the market weakened rapidly and shares were disposed of at declining rates down to Tls. 152. Shanghai Tugs have been sold at Tls. 47 for the ordinary and Tls. 46 for the preference shares, closing with further buyers at the rates. Luzons are neglected at quotation. Mining—Charbonnages have been booked at \$490. Raubs are quoted at \$74. Chinese Engineering have been placed at Tls. 870. Docks, Wharves and Godows—Hongkong and Whampoa Docks have further risen and closed at \$218. Kowloon Wharves are inquired for \$113. Farnhams—Private advices from Shanghai state that it is proposed to pay a final dividend of Tls. 12 making Tls. 12 for the year ending 30th April, 1904, place Tls. 50,000 to reserve fund, and carry forward about Tls. 48,000. Since the figures became known the market weakened rapidly and shares were disposed of at declining rates down to Tls. 152. Shanghai Tugs have been sold at Tls. 47 for the ordinary and Tls. 46 for the preference shares, closing with further buyers at the rates. Luzons are neglected at quotation.

The letter A enclosed within a square which has short lines at its four corners and which square is enclosed within a diamond, in the name of THE ANSONIA CLOCK COMPANY, of No. 99, John Street, New York, in the United States of America, and of No. 23, Fore Street, London, England, have on the 4th day of July, 1902, applied for the Registration in Hongkong, in the Register of Trade Mark, of the following Trade Mark:

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Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS.—*Telegraph*, Hongkong.SAVARESSE'S
SANDAL
CAPSULESEfficacious because absolutely pure
English Oil. Not made of gelatine.
Full directions. All Chemists.
MANUFACTURERS OF SAVARESSE'S

AN APPEAL.

THE leading English Newspaper in China. Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effect' style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENTS RATES.

(per inch.)	
One week	\$ 2.85
One month	7.20
Two months	13.00
Three	20.00
Six	37.50
Twelve	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6	10
12	25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

CARDS.

CIRCULARS

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,
HONGKONG.

Intimations.

Shipping Report.

Str. *Mackay* from Bangkok—Fair weather, light S.W. wind.

Str. *Angkin* from Bangkok—Moderate S.W. monsoon, fine weather.

Str. *Clara* from Balik Papan—There to Balian, fair light, variable winds, clear, thence to Mindora. Straits fresh S.W. wind, squally, thence to port strong S.W. wind, with heavy rain, high sea, falling barometer.

Vessels in Port.

Athenian, Br. s.s., 2,440. S. Robinson, 4th July.—Vancouver, B.C., 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.

Clavering, Br. s.s., 2,154. D. Barton, 3rd July.—Salina Cruz 28th May, and Moji 27th June, Ballast.—C. C. S. S. Co.

Empress of Japan, Br. s.s., 3,039. Henry Pybus, R.N.R., 5th July.—Vancouver via Ports 13th June, and Shanghai 27th July, Mail and Gen.—C. P. R. Co.

Foo Shing, Br. s.s., 1,423. T. Arthur, 5th July.—Moji 29th June, Coal.—J. M. & Co.

General Alava, Am. transport, Whitton, 20th June.—Cavite 17th June.

Haimun, Br. s.s., 636. W. C. Passmore, 24th June.—Kobe 19th June, Ballast.—D. L. & Co.

Helene Rickmers, Ger. s.s., 2,255. G. Warncke, 8th July.—Moji 2nd July, Coal.—A. K. & Co.

Hinsang, Br. s.s., 1,424. W. E. Sawyer, 30th June.—Ningon 26th June, Rice.—J. M. & Co.

Hongkong, Fr. s.s., 742. A. Surzoni, 7th July.—Haiphong and Hoilow 6th July, Gen. and Pigs.—A. R. M.

Ischia, Ital. s.s., 2,784. M. Dante, 5th July.—Singapore 29th June, Gen.—C. & Co.

Jacob Dieterichsen, Ger. s.s., 623. B. Ohlsen, 8th July.—Pakhol 5th July, and Hoilow 7th, Gen.—J. & Co.

Kohsichang, Ger. s.s., 1,292. S. Simonson, 4th July.—Bangkok 28th June, Rice and Wood.—B. & S.

Lightning, Br. s.s., 2,122. J. G. Spence, 6th July.—Calcutta 21st June, Penang and Singapore 1st July, Gen.—D. S. & Co., Ltd.

Macquarie, Br. s.s., 2,073. St. John George, 8th July.—Kobe via Moji and Amoy 21st June, Gen.—G. L. & Co.

M. Struve, Br. s.s., 966. P. Brandt, 6th July.—Tamsui 3rd July, Amoy 4th, and Swatow 5th, Gen.—O. B. K.

Onnfa, Br. s.s., 5,676. T. Bartlett, 8th July.—Liverpool via Singapore 4th July, Gen.—B. & S.

Onsang, Br. s.s., 1,787. J. T. Davies, 1st July.—Java 22nd June, Sugar.—J. M. & Co.

Phranang, Ger. s.s., 1,021. F. Mangelsdorff, 30th June.—Bangkok 16th June, Rice.—B. & S.

Rajaburi, Ger. a.s., 1,189. D. Reimers, 6th July.—Bangkok 29th June, Rice and Lumber.—B. & S.

Sikh, Br. s.s., 2,126. James Rowley, 7th July.—New York 4th May, Coal and Case Oil.—D. & Co., Ltd.

Simongan, Dut. s.s., 1,202. J. F. van Toll, 8th July.—Sourabaya 29th June, Gen. and Sugar.—Yuen Fat Hong.

Sithonia, Ger. a.s., 6,369. Hildebrandt, 8th July.—Singapore 3rd July, Gen.—H. A. L.

Solace, Am. transport, Bull, 8th July.—Woo-sung 21st July, Ballast.—Government.

Taiyuan, Br. s.s., 1,459. L. Dawson, 26th June.—Australian Pons 4th June, and Manila 23rd June, Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,912. J. McBryde, 20th May.—New York 10th Dec., 1903, Case Oil.—S. O. Co.

Empress of Japan, Br. s.s., 1,117. H. S. Mallon, 9th July.—Canton 8th July, Gen.—J. M. & Co.

Borneo, Br. s.s., 2,943. G. W. Gordon, R.N.R., 9th July.—London 28th May, and Singapore 4th July, Gen.—P. & O. S. N. Co.

Tyr, Nor. s.s., 1,718. D. L. Danielson, 9th July.—Hongay 6th July, Coal.—S. W. & Co.

Clearances at the Harbour Office.

Shipping.

Arrivals.

Machew, Ger. s.s., 996. Hafies, 8th July.—Bangkok and Swatow 7th July, Rice.—B. & S.

Clam, Br. s.s., 2,311. J. Evans, 8th July.—Balik Papan 29th June, Bulk Oil.—A. K. & Co.

Anghin, Ger. s.s., 1,001. J. F. Schaefer, 9th July.—Bangkok and July, Rice and Wood.—B. & S.

Johnnie, Ger. s.s., 952. Ipland, 9th July.—Saigon 4th July, Rice.—J. & Co.

Lyn, Am. s.s., 3,156. Williams, 9th July.—Manila, P.I. 6th July, Gen. & Co., Ltd.

Wosang, Br. s.s., 1,117. H. S. Mallon, 9th July.—Canton 8th July, Gen.—J. M. & Co.

Borneo, Br. s.s., 2,943. G. W. Gordon, R.N.R., 9th July.—London 28th May, and Singapore 4th July, Gen.—P. & O. S. N. Co.

Tyr, Nor. s.s., 1,718. D. L. Danielson, 9th July.—Hongay 6th July, Coal.—S. W. & Co.

Clearances at the Harbour Office.

El, for Saigon.

Charles Hardouin, for Canton.

Wingchau, for Macao.

Rubi, for Manila.

Tyr, for Canton.

Apenrade, for Pakhoi.

Chawat, for West River.

Hot Ho, for West River.

M. Struve, for Swatow.

Sithoula, for Tsingtao.

San Cheong, for Canton.

Lian, for West River.

Clam, for Shanghai.

Mausang, for Kudat.

Undin, for Hongay.

Paul Beau, for Canton.

Kwonechow, for Canton.

Kongnam, for West River.

Phranang, for Swatow.

Dove, for Amoy.

Sating, for West River.

Haimun, for Swatow.

Wo Kwei, for West River.

Ataka, for Canton.

Jacob Dieterichsen, for Haiphong.

Hinsang, for Hongay.

Steamers Expected.

Departures.

July 9.

Doric, for San Francisco.

Reb, for Manila.

Baron Cadour, for Sasebo.

Nankin, for Bombay.

Apenrade, for Pakhoi.

Rubi, for Moji.

Shanti, for Hongay.

An Ph, for Saigon.

Mathilda, for Hoilow.

Pentakova, for Amoy.

Tyr, for Canton.

Passengers arrived.

Per *Chamme*, from Saigon—92 Chinese.

Per *Yura*, from Manila—Mr. E. N. Campbell, and 43 Chinese.

Per *Mackay*, from Bangkok, &c.—Mrs. Dawson, and 22 Chinese.

Per *Borneo*, for Hongkong from London—Engr.-Lieut. A. Brown, Messrs. R. J. Skinner and N. Hayward, from Port Said—1 Chinese.

From Penang—Capt. E. J. Miles, from Singapore—Miss Castells, from London for Shanghai—Fleet-Surg. and Mrs. Shand, child, infant and amah, Mrs. Shand, and amah, Miss V. Horricks, and Col. Sergt. E. E. Dunn.

Passengers departed.

Per *Yunnan*, for Manila—Messrs. Charles D. Hart, A. Guntner, E. Hearty, Daniel M. Searey, W. F. Wenzel, Lau Yuk Lin and sons, H. McCoomack, Riozo Marín, J. P. O'Ullien, G. L. Spalding, Julio Salutegui, Carl Ro

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"VARA," Captain H. Seiller, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 11th July, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 30th June, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship
"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 16th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Mongolia, 9,500 tons, from Colombo,
Passenger's accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseille, and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia
due in London on the 29th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Lyra 4,417 G. V. Williams July 12
Hyder* 3,753 Geo. Wright, Jr. Ab. July 31
Shawmut 9,606 W. M. Smith Sept. 1
Tremont 9,606 T. W. Garlick Oct. 1
Shawmut 9,606 W. M. Smith...
Tremont 9,606 T. W. Garlick...

Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Shawmut 9,606 W. M. Smith... Ab. Aug. 12
Tremont 9,606 T. W. Garlick Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadi-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SITHONIA."

Captain Hildebrandt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th July, 1904. [803]

FROM HAMBURG, EMDEN, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"BADENIA."

Captain Röder, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th July, 1904. [797]

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PENTAKOTA."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. TO-MORROW, the 8th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATTHESON & CO.,
Agents.

Hongkong, 7th July, 1904. [804]

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNNEES.

THE Steamship

"PRINZ REGENT LUFTPOLD,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, Kowloon, whence
delivery may be obtained:

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
MORROW, at 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 13th instant, at
10 A.M.

All Claims must reach us before the 18th
of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 5th July, 1904. [793]

Intimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson,
Shewan, Tones & Co., Agents.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadi-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

SOLD BY CHEMISTS.

Circular mailed on request.

HANCOCK & CO.,
The Evans Chemical Co.,
CINCINNATI, O.

U. S. A.

General Agents.

Queen's Buildings,
Hongkong, 6th July, 1904. [803]

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$50,000	\$1,417,366	Div. of \$1.10/- and bonus of 10/- exchange 1/81=\$22,904 for half-year ending 31.12.1903.	61%	\$66 sellers London 667 \$38 buyers \$10
National Bank of China, Limited	47,453	\$10	\$8	\$175,533 \$191,973	\$21,668	\$2 (London 3/5) for 1903	54%	
Do. (Founders)	750	\$1	\$1			None	...	
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,872 \$151,992 \$331,342 \$322,138	\$1,059,926	\$32 for 1902	58%	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Nil.		\$4 for year ended 30.4.1903	68%	\$64 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of \$1 making \$2 for 1902	...	Tls. 65
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,884	\$12 for 1902	98%	\$130
Canton Insurance Office, Limited	10,000	\$250	\$30	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	7%	\$124 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$372,110	\$228 for 1902	74%	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,500	\$329,047	\$6 dividend & \$1 bonus for 1902	8%	\$88 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15						